The Philippines Air Lines (PAL),[85] the largest domestic operator, carries between 240,000 and 300,000 passengers per year in its domestic service.[60] Interisland vessels stop daily at Dumaguete where ocean-going ships also load copra. Bais and San Carlos have facilities for ocean liners. The most important port in Negros Occidental is Pulupandan where the ships plying between Manila and Iloilo usually dock. Ocean-going steamers call at Pulupandan and Escalante to load sugar. Sailboats carry goods and passengers between Manapla and Ajuy, Iloilo.[61] Foreign vessels load lumber from Fabrica at Sagay and medium-size interisland steamers dock at Banago pier in Bacolod.[62]

The roads of Negros are vital arteries of cultural change. In Negros, Dumaguete and Bacolod are the major mobilization centers of western culture. In these cities are concentrated the hospitals, high schools and universities, the magic of the cinema, magazine and book shops, stores crowded with merchandise unavailable in rural areas. South of Dumaguete in 1951 there was only one physician and no dentist. In the provincial capital barriofolk may see new automobiles, and crews from French or Norwegian ships, listen

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[60] Spencer, op. cit., p.254.

[61] Carlos L. Locsin and Filomeno T. Tabayoyong, Soils of the Victorias Milling District: A Handbook for the Planters of the District. Bacolod, Negros, Nalco Press, 1953, p.14.

[62] Alicante and others, op. cit., p.12.

when copra prices fall school enrollments decrease. For the most part, the Chinese control the buying and selling of copra. Their trucks come from Dumaguete to pick up copra from stores where Filipinos sell their small crops.

The Northern Corn-Coconut region begins in the south with Manjuyod municipality and continues to the north to Canlaon and Vallehermoso municipalities. A northern extension of this region includes Negros Occidental's eastern littoral. Both the southern and northern municipalities of this region are transitional to sugar cane agriculture. This northern region is larger than the Southern Corn-Coconut area; the former has about 743 square miles of which 239 square miles (32 per cent) are actively cultivated.

Many geographic factors typical of the southern region also characterize the Northern Corn-Coconut region. There is less level land in the northern region; the small riverine floodplains and narrow littoral account for most of it. While annual precipitation is greater than in the southern region, the northern area also is subject to droughts. Transportation facilities are not as adequate as in the south, and the northern region lacks an adequate port. The only sizeable port is at Guihulngan where shallow-draft inter-island ships stop. The rest of the coast is lined with shallow inshore waters or offshore coral reefs.

Population densities are greater in the northern region with an average density of 289 persons per

175* 433 439 [504]

The sugar-producing areas of Negros were expanding. In 1836 less than 300 tons of sugar had been produced while thirty years later the production had increased to nearly 12,000 tons. The declaration of Iloilo city as a free port in 1855 stimulated the infant sugar industry. "The total value of exports leaving the port of Iloilo... jumped from ₱82,000 [$41,000] in 1858 to over ₱1,000,000 [$500,000] in 1863, with most of this increase in exports coming from the shipment of sugar from Negros."[111] In the same periods (the 1860's) the sugar haciendas of Negros began to develop; some of them covered several thousand acres and supported their owners in luxury.

The Justices of the Peace in Siaton

175* 624

The year following the division of Negros into two provinces (1891), the first justice of the peace was appointed in Siaton. In 1885 a royal decree, a "concession to public opinion," had provided for the appointment of a justice of the peace to every municipality. This office previously had been filled by the capitans. "When such persons [lawyers or others 'whose position and circumstances warrant it'] could not be found the petty governors

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[111] Wernstedt, op. cit., p. 79. Walker states that in the early 1900's Iloilo owed its existence largely to Negros' sugar industry. Walker, op. cit., p. 10.